

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Arun District Council FAO: Amber Willard
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	26 April 2025
<b>LOCATION:</b>	Rear of Regal House And Wayside Shripney Road Bognor Regis PO22 9NP
<b>SUBJECT:</b>	BE/48/25/PL 7 No residential dwellings and associated works including new access. This application is a Departure from the Development Plan and is in CIL Zone 3 and is CIL Liable as new dwellings
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection

West Sussex County Council (WSSC), in its capacity as Local Highway Authority (LHA), have been consulted on the above planning application BE/48/25/PL with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Statement (TS), document reference R-21-0021-TS-01, prepared by Evoke Transport.

### Background and Site Context

The application site is a vacant grassland area to the rear of Regal House, located to the east of A29 Shripney Road. The development proposals are for construction of 7 nos. residential dwellings comprising 1 x 2-bed, 3 x 3-bed, 2 x 4-bed, and 1 x 5-bed units with associated new access, landscaping, and parking. The current application has incorporated all the advice given during WSSC pre-application consultation in May 2021 and during Stage 1 Road Safety Audit (RSA). The site was previously subject to planning application BE/102/22/PL for a residential scheme comprising 9 nos. dwellings which was later withdrawn. Another application BE/71/23/PL for a similar residential scheme was refused, and subsequent appeal was dismissed. However, no objection was raised with regards to highway safety or capacity during both the applications.

### Access arrangements and Visibility

A new access is proposed from A29 Shripney Road in approximately the same location as the existing access. It is proposed that the existing vehicle crossover access will be replaced by a bellmouth style access with access widened to 5.5 metre to facilitate convenient access and egress. A new 1.8 metre footway is provided into the development on the southern side.

A29 Shripney Road is a dual carriageway with grade separation; therefore, only left turn from site access is permitted. Safe pedestrian crossing is proposed to the south of the site access to provide connectivity to the western side of A29 Shripney Road. The proposed access and the pedestrian

crossing were subject to a Stage 1 Road Safety Audit (RSA) and the audit team's recommendations have been accepted and incorporated into the development's design.

In line with DMRB standards, for the posted speed of 40 miles an hour along the section of A29 near to site access, visibility splay of 120 metre is achievable in the northern direction for southbound direction. Pedestrian visibility splay of 120 metre is achievable. The LHA have reviewed the data supplied to WSCC by Sussex Police over a period of last five years and there has been no incident of personal injury accident immediately near to the site access which indicates the site access has been operating in a safe manner in its current form.

### **Parking and Internal Layout**

Swept path analysis demonstrated within the Transport Statement shows a WSCC refuse vehicle can access and regress the site access. The turning head provided to the rear of the access is used to turn within site and exit in forward gear.

The development site lies within Parking Behaviour Zone (PBZ) 2. Each dwelling will be with 2 vehicle parking spaces except for 5-bed dwelling provided with 3 spaces, and 2 nos. spaces for visitor parking. Safe and secure cycle parking provision is made within the curtilage of each dwelling. Delivery and servicing are carried out on site.

### **Trip Generation and Highway Impact**

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips generated by the proposed development. An estimate of 4 two-way trips in the AM peak hour, 5 two-way trips in the PM peak hour and a total of 40 two-way trips was made for the earlier scheme of 9 dwellings. For the current application the trip generation will be slightly lower. The level of vehicular trips estimated to be generated is not considered to cause a detrimental impact on the operation of the local highway network.

### **Sustainability**

The continuous footways along the eastern and western borders of A29 Shripney Road connects onto wider footway network facilitating sustainable transport opportunities. The proposed pedestrian refuge island to the south of the site assists pedestrians to cross the road and access wider facilities along the western border of A29. Bus stops are located within 100 metre distance along both sides of A29 Shripney Road. These stops provide connectivity to Bognor, Barnham train stations and several nearby amenities and facilities. Therefore, the site is in a sustainable location.

### **Conclusion**

The Local Highway Authority (LHA) do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) minded approving the application, the following conditions should be applied:

### *Access*

No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

### *Vehicle Parking and Turning*

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

### *Cycle Parking*

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

### *Construction Management Plan*

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials, and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- access arrangements from the public highway, including temporary accesses and alterations to existing accesses,
- details of public engagement both prior to and during construction works.

## **INFORMATIVES**

### *Works within the Highway – Implementation Team*

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The

Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

**Roopa Bilichodmath**  
**West Sussex County Council – Planning Services**

**From:** Nicola Oktay on behalf of Planning.Responses  
**Sent:** 28 April 2025 11:10  
**To:** Planning Scanning  
**Subject:** FW: Response To Application Number BE/48/25/PL at Rear of Regal House And Wayside Shripney Road Bognor Regis PO22 9NP  
**Attachments:** Response\_BE-48-25-1.pdf

WSCC Highways response

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**From:** [REDACTED]  
**Sent:** 26 April 2025 21:19  
**To:** Planning.Responses <Planning.Responses@arun.gov.uk>  
**Subject:** Response To Application Number BE/48/25/PL at Rear of Regal House And Wayside Shripney Road Bognor Regis PO22 9NP

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Regards

Roopa Bilichodmath

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to [REDACTED] but the responding officer can be contacted directly via email if there are any questions relating to this response.

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